

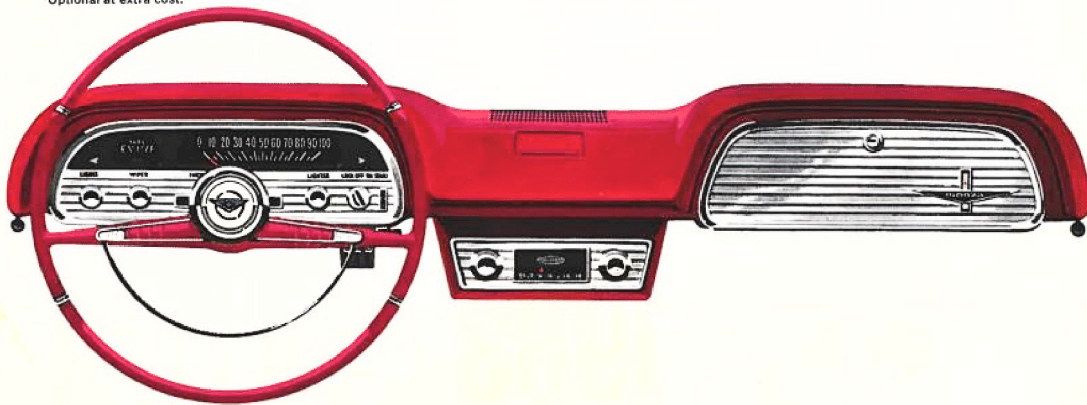


1963 CORVAIR
BY CHEVROLET 

CORVAIR KEEPS THE ZEST IN DRIVING

The Corvair package of elegance, thrift and fun on the road has always been hard to beat. And for '63, it's more so. Corvair's good looks and clean design show all the way around. A clean, bright metal double bar sweeps between the dual horizontal headlights. Safety-vision amber front parking lamps and directional signal units are easier for others to see. From the side, Corvair's familiar form takes on new grace with distinctive new trim that includes ribbed rocker panels on Monzas and 700 models. There's great handling to match the styling, too. Proved and acclaimed, Corvair's rear engine design and excellent weight distribution offer superior traction and maneuverability with no sacrifice in gas economy. Corvairs are more carefree, too. There are new long-lasting self-adjusting brakes and a new longer lived exhaust system. Four styles of Corvair driving pleasure await your choice: the popular Monza, the family-favorite 700, the extra-economical 500 and the Greenbrier Sports Wagon. Sportsters, by the way, have only to sample the new Monza Spyder* with its 150-hp Turbocharged 145 engine to become Corvair converts. So check out in the '63 Corvair. It's another reason to go Chevrolet for '63—IT'S EXCITING!

*Optional at extra cost.



■ Shown on front cover: MONZA CLUB COUPE in Ember Red. At right: MONZA CONVERTIBLE in Ermine White.



MONZA

BUCKET SEATS AND SPORTY GOING
ARE STANDARD

This is Monza, the one that steered thousands back to fun-loving driving. Soft, luxurious front bucket seats (now standard in all Monzas) and distinctive appointments throughout have helped make Monza the most sought-after car of its kind. On the road, rear engine Monzas handle with the grace and agility of a true road machine. The handsome Monza Sedan is as practical as it is luxurious; seats five adults in comfort and they can scamper in and out with ease through those four wide doors. Choice also of the sporty and most popular Monza Club Coupe or the newest favorite of top-down fans, the Monza Convertible.

MONZA 4-DOOR SEDAN in Tuxedo Black.



SOMETHING DIFFERENT, THE MONZA SPYDER!—The new Spyder option* fits those who desire a special brand of driving. Outside, special emblems identify it. Inside, there's an attractive brushed-chrome instrument panel with tachometer and special engine gauges. Power team includes the 150-hp Turbocharged 145 air-cooled engine, larger exhaust system and 3-Speed Synchro-Mesh (4-Speed optional*). The installation is a joy to behold: beautiful workmanship; chrome-plated induction tube, fuel and oil lines and dipstick; single side-draft carburetor; special camshaft and an exhaust-driven turbo-supercharger. Available on Monza Club Coupe and Convertible.

*Optional at extra cost.



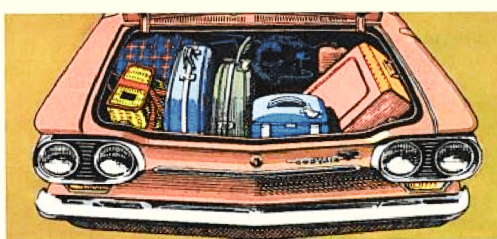
LUXURIOUS APPOINTMENTS INSIDE—Step into the luxury of any Monza. Sample those comfortable all-vinyl front bucket seats. Check the convenience of the all-vinyl fold-down rear seat, standard on Monza Club Coupe and Sedan. Six interior colors include red, black, blue, fawn, and two new shades, ivory and an antique saddle. All are keyed to exterior colors. All seats have vertical ribs topped by new broad-tufted panels. Other highlights of the Corvair Monza for '63; new brightly patterned finish on the glove compartment door and instrument panel face, elegant deep-twist floor carpeting, distinctive bright metal end panels on the front seats.

MONZA 4-DOOR SEDAN INTERIOR in Black.

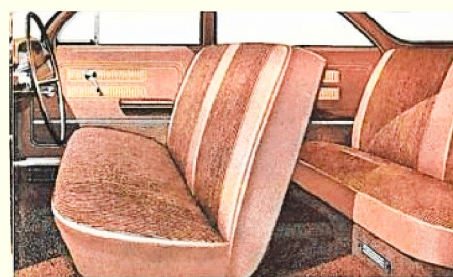


MONZA — BOUND TO BE MORE POPULAR FOR ITS PERSONALITY ALONE

A host of features makes the Monza's personality delightful and appealing. For instance, back-up lights and full wheel covers are standard. So are the soft vinyl headlining and all-vinyl side panels, newly tufted and pleated for more elegance. Add up the sumptuous touches: glove compartment light, rear ashtrays, distinctive horn ring on the deluxe steering wheel and simulated rear air vents outside. Combine these with the sheer rear engine fun of driving and handling a Monza, and you're bound to see why the Monza offers the kind of driving you like. [] Shown at right: locking front trunk that gives convenient 12.6 cubic feet of load space.



MONZA CLUB COUPE in Saddle Tan.



700 A DRIVER'S DELIGHT A FAMILY FAVORITE

If you like your travel pleasure measured in short trips or long family-style vacations, take either the Corvair 700 Sedan or Coupe. You'll see how Corvair puts zest into driving. Choose from four beautiful color-keyed interiors: red, fawn, aqua and blue. Seats are trimmed in vertically striped pattern cloth with metallic highlights. Leather-grain vinyl portions of the seats add to durability and beauty. Long-life rubber floor mats are color-keyed with a spatter design to complement the interior color. Extras, too, such as front door light switches, dual horns and foam-backed fabric luggage compartment mat.

Top: CORVAIR 700 CLUB COUPE in Azure Aqua. Bottom: CORVAIR 700 4-DOOR SEDAN in Ivy Green.



500

SMART TO OWN ONE
FUN TO RUN ONE

Maybe you've a mind for pure driving pleasure, generous seating and rock-bottom initial cost and upkeep. Look no further than the new Corvair 500 Club Coupe. The inside certainly belies the low initial purchase price of this beauty. New colorful fawn, aqua or red all-vinyl interiors (with black all-rubber floor mats) come keyed to exterior colors. For your rear engine power team, select any Corvair combination (except the Turbocharged version) plus Positraction*. It's not only smart to own and economical as all get-out, it's fun to drive. Like its brethren, the 500 has fully independent suspension, superb traction, finger-light steering, dual sun visors, cigarette lighter and front armrests.

*Optional at extra cost.



CORVAIR 500 CLUB COUPE in Ember Red.

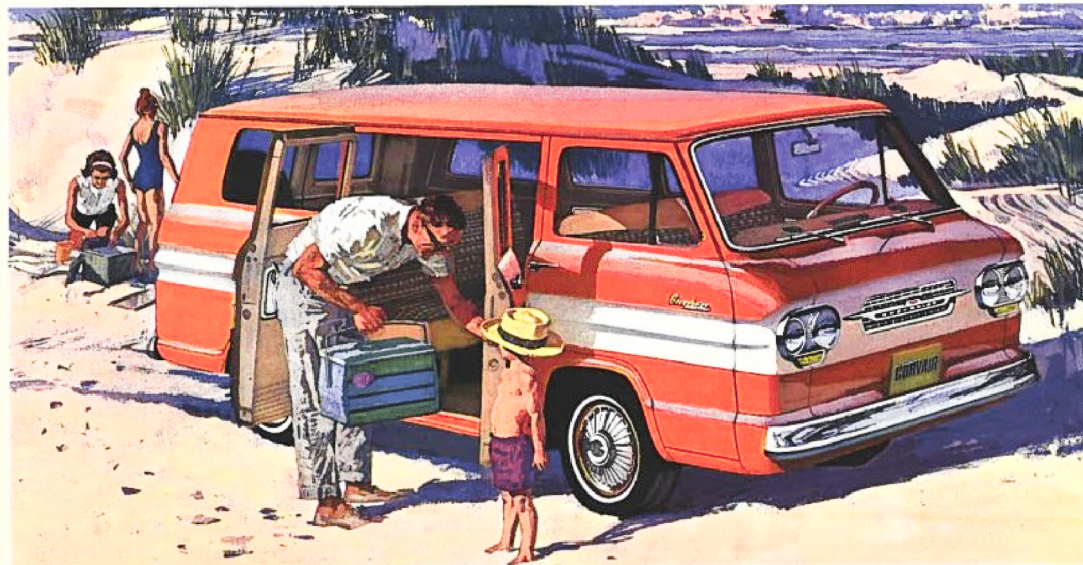


GREENBRIER SPORTS WAGON

ALL BUSINESS ON THE LOAD
ALL PLEASURE ON THE ROAD

Meet the most versatile business, pleasure and camping wagon you've ever seen, the 1963 Corvair Greenbrier Sports Wagon. Load 'er up for business (175.5 cubic feet worth) through those big double doors, side and rear. Easy-to-reverse second seat can be faced either front or rear for added versatility, or removed altogether to give unobstructed cargo space. And watch how quickly Greenbrier becomes standard equipment for camping enthusiasts with the variety of camping options* offered. Fawn interior is standard on the regular Greenbrier, while the Greenbrier De Luxe offers a color-keyed choice of fawn, green, red or turquoise. Greenbrier's enamel finish comes in 15 solid and 15 two-tone choices. Standard interior features include left-hand sunshade, striped woven fabric seat upholstery, painted interior sidewalls and vinyl headlining between roof bows, front dome light, charcoal rubber floor mats. The heart of the Greenbrier's going ways is the 80-hp rear engine and 3-Speed Synchro-Mesh. Powerglide* or 4-Speed Synchro-Mesh* is also offered. This 1963 Greenbrier combines distinctive styling, handling ease and ride with new items like longer life muffler and self-adjusting brakes for lower maintenance costs.

CORVAIR GREENBRIER DE LUXE in Omaha Orange and Cameo White.



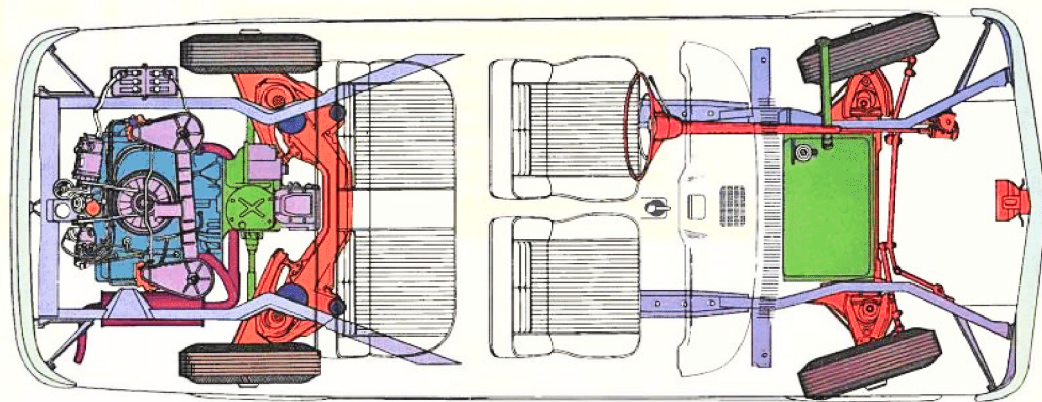
GREENBRIER DELUXE EXTRAS—De Luxe model includes all of these equipment items: bright metal bumpers, hub caps and windshield trim. Red plastic inserts at taillights. Glove compartment door bright trim panel. Four color-keyed interiors feature pattern cloth and vinyl seat upholstery, vinyl sidewall panels and color-keyed rubber floor mats. Vinyl spare tire cover. Cigarette lighter, right-hand sunshade, front armrests and rear ashtrays. Foam-cushioned seats and seat backs. Front and rear dome lights. Harmonizing two-tone steering wheel.

THIRD SEAT AND STREET-SIDE DOORS—You can equip your Greenbrier with a third seat* for full nine-passenger operations; load or unload cargo conveniently through left-side double doors.*

CAMPING GEAR—Outdoor enthusiasts acclaim Greenbrier's custom camping options* that make this versatile wagon a true woods-roamer. Order any or all of the camping accessories—cargo net, screens, table, tents, beds, roof carrier or a complete Custom Camping Unit—through your Chevrolet dealer.

*Optional at extra cost.





CORVAIR— Check these basic facts about Corvair. **Handling and traction.** Rear engine design puts more of Corvair's weight over the rear wheels, offers superior traction on all surfaces. **Ride and stability.** Unsurpassed 4-wheel fully independent suspension teams big coil spring and double-acting shock absorber at each wheel for a sure, steady ride. **Air-cooled aluminum rear engine economy** from Corvair's proved 145-cubic-inch valve-in-head opposed 6-cylinder engine. No antifreeze costs or seasonal cooling system maintenance. Quick warm-ups. Positive-shift starter gives fast starts. **Transaxle unit** combines transmission and final drive gears in compact unit with differential between engine and transmission; like suspension members, it's fully insulated by rubber from the body to screen out tiring noise and vibration. **Dimensions—Corvair Sedan, Club Coupe and Convertible:** Wheelbase, 108"; front and rear tread, 54.5"; length, 180.0"; width, 67.0"; height (loaded), 51.5". **Greenbrier:** Wheelbase, 95"; front and rear tread, 58"; length, 179.7"; width, 70.0"; height (loaded), 68.5".

KEY ENGINEERING VIRTUES IN THE '63 CORVAIR

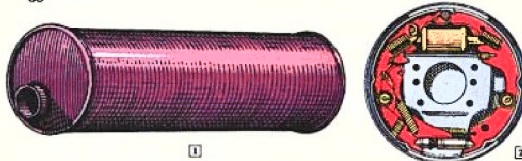
Monocoque Body by Fisher. For all Corvair Sedans, Coupes and Convertible. Single-unit body-frame structure that's fully sealed and insulated. Extra-heavy pillars and roof rails, reinforced floor and double-walled front structure incorporating high-level ventilation. Magic-Mirror finish in 15 solid colors, 11 two-tones (except Monza). **Quadri-Flex 4-Wheel Independent Suspension.** Features steering knuckle spherical joints for easy steering and long life. Rear control arms are rubber-pivoted and locate swing axles. Rear wheel bearings are permanently lubricated. **11½-gallon front-mounted fuel tank.** (Greenbrier: 15¼ gals.) Protected by massive front suspension structure. Large capacity extends cruising range. **Front luggage compartment.** In all Corvair Sedans, Coupes and Convertible. Spacious 12.6 cubic feet stows most every family item. **Passenger roominess.** Rear engine design allows a virtually flat floor for generous foot room for middle passengers. Front seats are foam cushioned (as are all seats in Greenbrier) and front bucket seats in Monzas allow individual adjustment. **Instrument panel.** With speedometer, odometer, fuel gauge, "temp-press" and "gen-fan" warning lights, headlight and interior light switches, wiper switch and ignition-starter key lock. Selector lever and indicator with Corvair Powerglide®. **Heater and Defroster.** Standard equipment on all models except Greenbrier. Forced-air design has six outlets for even air distribution.

*Optional at extra cost.

CORVAIR POWER TEAMS FOR 1963

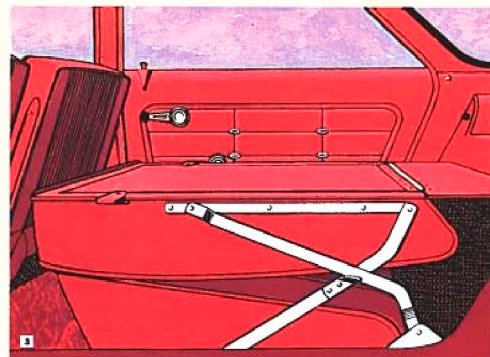
All engines have 3.438" bore x 2.60" stroke for 145-cu.-in. displacement.	Comp. Ratio	Trans- mission	Standard Axle Ratio	Optional Ratios*
80-hp Turbo-Air 145	8.0:1	3-Speed 4-Speed* Powerglide*	3.27:1 3.27:1 3.27:1	3.55:1, 3.89:1 3.55:1, 3.89:1 3.55:1, 3.89:1
84-hp Turbo-Air 145 (Monza models with Powerglide)	9.0:1	Powerglide*	3.27:1	3.55:1, 3.89:1
102-hp Turbo-Air 145*	9.0:1	3-Speed 4-Speed* Powerglide*	3.27:1 3.08:1 3.55:1	3.55:1, 3.89:1 3.27:1, 3.55:1, 3.89:1
150-hp Turbocharged 145 (Spyder-equipped* Monza Convertible and Coupe only)	8.0:1	3-Speed 4-Speed*	3.55:1 3.55:1	

CORVAIR— New positive crankcase ventilation draws unburned crankcase vapors into the induction system, burns them in the combustion chamber. Air pollution is kept to a minimum. **New extended-life exhaust system (1)** cuts maintenance costs further. Exhaust pipe material thickness is increased (over 25%); front and rear muffler heads and the outer muffler cover are aluminumized. Interior muffler changes help increase muffler life. **New self-adjusting Safety-Master brakes (2)** on all models eliminate the need for periodic service adjustment, adjust automatically to compensate for normal lining wear. 9" diameter drums (11" on Greenbrier); bonded linings, 126-sq.-in. effective area (166.8 sq. in. on Greenbrier). Hand-operated mechanical parking brake, trigger release.



PLUS A HOST OF PERSONALIZED CUSTOM FEATURES AND OPTIONS* Fold-down rear seat (3) optional in 500 and 700 models. Converts rear passenger area to big cargo space. **Positraction rear axle** transmits power to the wheel with traction; optional on all models. **Full-transistor radios (4)** bring new reliability and immediate warm-up to enhance listening pleasure. **De Luxe Air Conditioning (5)** controls temperature and humidity of air inside the passenger compartment. Recirculating system features easy-to-operate controls, three-speed blower and three adjustable outlets. Optional on all models equipped with radio. (Not available on Monza Spydors or Greenbrier.) **Shade-Lite tinted glass** helps shield sun's heat and glare, reduces brilliance of oncoming headlights. Available in windshield only or in all windows (except Greenbrier). **Cushioned instrument panel**—shock-absorbing foam cushion covered by rich leather-grain vinyl. **Electric top operation** for Monza Convertible. **White sidewall tires**, 6.50 x 13" size (7.00 x 14" on Greenbrier), dress up the appearance. **Heavy-duty suspension**, available for all models, includes front stabilizer bar; stiffer front and rear springs and shock absorbers. **Sintered-metallic brake linings**—fade-resistant in severe usage and unaffected by water and moisture.

*Optional at extra cost.



ADDED OWNER BENEFITS IN 1963 CORVAIR

Here are additional comforts that add more value to every 1963 Corvair. **ALL CORVAIR MODELS:** Single-key locking system, push-button outside door handles. Parallel-action electric windshield wipers, dome light with instrument panel switch, front ashtray, recessed-hub steering wheel. **ADDITIONAL ENGINE FACTS** (See power team chart, inside): Twin carburetors (except Turbo-charged engine) with automatic choke, single exhaust. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders. Aluminum pistons. Forged-steel crankshaft. Full-flow oil filter and cooler. Finned aluminum cylinder heads with integral intake manifold and alloy steel valve seat inserts. Hydraulic valve lifters, dual oil-wetted air cleaners (single on Turbocharged engine). Features of 102-HP TURBO-AIR 145* include special camshaft and valve springs and recalibrated carburetors. **Standard 3-Speed Synchro-Mesh Transmission:** All-helical gear design with floor-mounted shift. **Corvair Powerglide*:** Two-speed three-element torque converter with hydraulically controlled planetary gears. Range selector sequence L-D-N-R. **4-Speed Synchro-Mesh*:** All forward gears fully synchronized. Floor-mounted shift lever. **Rear axle:** Hypoid type with ratios matched to power team; other ratios optional*. **Clutch:** Diaphragm spring type, 8" diameter single disc dry plate, woven lining, permanently lubricated release bearing. **WHEELS AND TIRES:** Corvair Sedans, Coupes and Convertible—13" wheels, 6.50 x 13 tires. Greenbrier—14" wheels, 7.00 x 14 tires. Blackwall tubeless tires standard on all models. **OTHER OPTIONAL EQUIPMENT*:** Two-tone finish**. Full wheel covers. ** Heavy-duty generator. Seat belts. **All models except Greenbrier:** Spare tire lock. Back-up lights. 2-speed windshield wipers and washer. Glove compartment light. 3.27:1, 3.55:1 and 3.89:1 axle ratios**. **Greenbrier:** Forced-air or aircraft type gasoline heater and defroster. Front door laminated glass. Heavy-duty tires. Chrome bumpers** and hub caps**. Outside rearview mirror. 2-speed windshield wipers and washer. Heavy-duty front springs and shock absorbers.

*Optional at extra cost. **Availability determined by model or equipment.

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MONZA CLUB COUPE in Palomar Red.

